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CENTRAL INTELLIGENCE AGENCY 25X1 REPORT

## INFORMATION REPORT

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COUNTRY Germany (Russian Zone)

**CONFIDENTIAL**

DATE DISTR. 7 December 1950

SUBJECT Soviet Supply Installations in  
the Soviet Zone of Germany

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Adlershof (N 53/Z 94) Fuel Depot

1. The Adlershof fuel depot, located on the northern bank of the Teltow Canal, was guarded by sentries who wore tank insignia on 16 August 1950. Five tank cars of the Derunapht were seen on the railroad spur track of the depot. No motor traffic was observed. (1)

25X1

Bernau (N 53/Z 96) Clothing and Equipment Depot

2. Six boxcars were shunted into the area of the Bernau main clothing depot on 7 August 1950. [redacted] several cars were loaded with steel helmets. This shipment came from the U.S.S.R., whereas almost all the other shipments originated in German plants in the Soviet Zone of Germany. The shipments coming in on the railroad spur of the clothing depot had increased during the preceding three weeks. Three loaded boxcars allegedly arrived every two days. (2)

25X1

3. About five weeks before 150 1x1-meter boxes were stored in a building which was exposed to observation. The number of the boxes presently stored there was estimated at 800 to 1,000. The items, which came in recently and were stored there, consisted mostly of uniforms [redacted] (2)

25X1

4. Increased freight traffic was also observed at the clothing depot branch. Five boxcars allegedly arrived there every two days. Passenger car [redacted] was parked in front of the depot. (3)

25X1

Dallgow (N 53/Z 65) Ammunition Depot in the Former Artillery Equipment Park

5. [redacted] trucks were seen in the Dallgow ammunition depot which is in the former artillery equipment park, on 30 August 1950 between 3 p.m. and 5 p.m. [redacted]

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Finowfurth (N 53/V 08) Herrmannsmuehle Depot

6. Two boxcars and two flatcars were shunted into the Herrmannsmuehle depot on 12 August 1950 about 10:30 a.m. Eight large barrels, about four times the size of standard gasoline drums, were loaded on each flatcar. Three sentries and about 60 soldiers wearing red-bordered black epaulets were observed in the depot area. Truck [ ] which had been parked in front of Building No 5, left the depot on 14 August 1950. (5)

Frankfurt/Oder (O 53/V 63) Ration Supply Depot

7. The following shipments came in at the Frankfurt/Oder army ration supply depot between 22 August and 1 September 1950:
- 22 August: 9 cars, loaded with rusk, from Wurzen (N 52/E 42)
  - 23 August: 20 cars, loaded with sugar, from Rositz (N 52/K 27)
  - 26 August: 1 car, loaded with 15 tons of meat, from the central slaughterhouse in Berlin.
  - 28 August: 6 cars, loaded with tea from the U.S.S.R.
  - 31 August: 5 cars, loaded with makhorka, from the U.S.S.R. Eight cars loaded with grits, from Wurzen.
  - 1 September: 12 cars, loaded with flour, from Wurzen, 1 car loaded with 15 long tons of meat, from the central slaughterhouse in Berlin. (6)
8. On 25 August 1950 a train was assembled in Frankfurt/Oder and left for an unidentified destination, probably Erfurt (N 51/J 36) or Schwerin (N 54/T 46). Ten cars of this train were loaded with sugar, four with makhorka, two with canned fish, one with vinegar, one with tea, and one with cigarettes. (6)
9. The following approximate quantities were stored in the army ration supply depot on 1 September 1950:
- Storehouse No 1: 9 carloads of rusk, 10 carloads of noodles.
  - Storehouse No 2: 3 carloads of makhorka, 2 carloads of sugar.
  - Storehouse No 3: 12 carloads of sugar, 4 carloads of rusk.
  - Storehouse No 4: 15 carloads of makhorka.
  - Storehouse No 5: 8 carloads of rusk, 10 carloads of macaroni.
  - Storehouse No 6: 14 carloads of sugar.
  - Storehouse No 7: 6 carloads of cigarettes, 2 carloads of makhorka.
  - Storehouse No 8: 15 carloads of tea, 5 carloads of noodles.
  - Storehouse No 9: 15 carloads of sugar.
  - Storehouse No 10: 8 carloads of toasted bread, 12 carloads of millet.
  - Storehouse No 11: 13 carloads of rice, 4 carloads of macaroni.
  - Storehouse No 12: 20 carloads of flour.
  - Storehouse No 13: 10 carloads of peas, 10 carloads of toasted bread.

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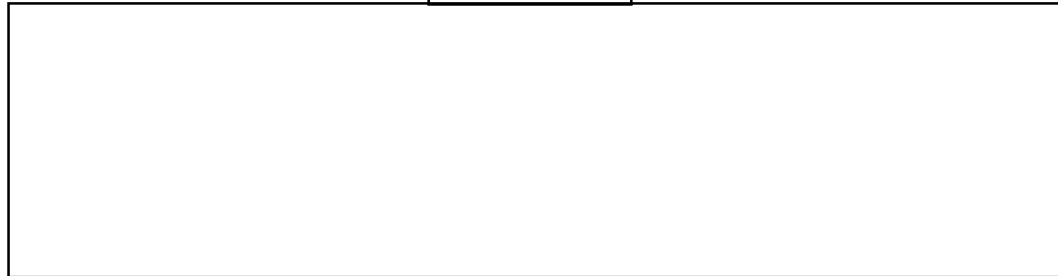
Storehouse No 14: 4 carloads of paprika.  
 Storehouse No 15: 28 carloads of salt.  
 Storehouse No 16: 20 carloads of flour.  
 Storehouse No 17: 12 carloads of vinegar.

Elevator: 12 carloads of salad oil, 18 carloads of noodles,  
 empty sacks, matches and some canned goods.

25X1 Disement of  
 Elevator No 2: 18 carloads of canned meat, 8 carloads of canned  
 fish. (6)

25X1 10. [ ] trucks were observed hauling fresh meat in the depot two times  
 per week (pursuant to the ration regulations 300 grams of fresh meat per day  
 are allocated to every soldier) [ ]

25X1



The horse-drawn vehicles and tractors, which also hauled rations and had no  
 inscriptions, allegedly belonged to the Frankfurt/Oder military post. (7)

25X1 11. A review and inspection of the army ration supply depot was held by officers  
 from Potsdam (N 53/Z 63) on 29 August 1950. Passenger car [ ] belonged  
 to the inspecting officers. (8)

25X1

Fuerstenwalde (N 53/V 33) Ordnance Depot

[ ] 12. The following data were collected in early August 1950 from an inventory of the  
 Fuerstenwalde ordnance depot as of 3 June 1950:

31 rocket launchers mounted on trucks  
 97 unmounted rocket launchers  
 an unidentified number of spare barrels for rocket launchers  
 43 SP guns  
 62 40-mm AT guns on four-wheeled mounts  
 41 120-mm mortars  
 74 75-mm AT guns  
 10 45-mm AT guns  
 8 heavy 210-mm guns  
 108 limbers  
 various spare part sets.

Colonel Matsel (fnu) was identified as officer in charge of the ordnance depot,  
 and Lieutenant Colonel Kramas (fnu) as his deputy. A Captain Granitsa (fnu)  
 also belonged to this unit. (9).

Markersdorf (N 51/K 67) Supply Depot

13. The following rail shipments arrived in the Soviet medical depot in Markersdorf  
 between 21 and 26 August 1950:

120 stretchers  
 72 boxes containing medicines  
 60 boxes containing first-aid absorbent cotton  
 45 boxes containing null bandages and other dressing material. (10)

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14. About 120 boxes containing medicines, dressing equipment, and washing material were trucked from the depot to the railroad station on 22 August 1950. The boxes, each 80x60 cm, were loaded on two boxcars by several German civilian workers and Soviet troops. These boxcars were attached to a freight train which left in the direction of Chemnitz at 9 p.m. The address of the receiving headquarters indicated on the bill of lading in German and Russian read "Stettin Soviet Military Administration."

15. A laborer in the repair shop in the Groma plant said, on 26 August 1950, that the following shipments had recently come in by rail:

- 1,000 motor-vehicle tires and tubes
- 80 complete truck bodies with driver's cabs
- 200 truck engine hoods
- 120 front-wheel mud guards for trucks. (11)

25X1 16. [ ] guard company stationed in the Groma plant was again identified on a commercial shipment made on 22 August 1950. (12)

17. All dependents of the Soviet officers who had lived in the buildings north of Wittwaidenstrasse left by train for the U.S.S.R. between 21 and 26 August 1950. Only one Russian woman, who is a laboratory assistant in the medical depot, remained. (13)

25X1 Mockrehna (N 52/N 53) Ammunition Depot

[ ] 18. The Soviet ammunition depot in the former German ammunition depot in Mockrehna was observed between 16 and 19 August 1950. About 200 German civilians, mostly women, are employed in the maintenance of major German artillery ammunition stocks in this depot. Ammunition is not made. The depot is guarded by about 300 Volkspolizei who are quartered in the depot. Four hundred Soviets are said to be quartered there. They allegedly run laboratories, in which the serviceability of the ammunition is tested. Motor transportation activities were not observed. According to local residents the use of motor vehicles is confined to ration-hauling. (14)

Muellrose (O 53/V 52) Tank Spare Parts Depot

25X1 19. The Soviet tank spare parts depot, including a tank repair shop, was previously observed in Muellrose and was again identified on 12 August 1950. The majority of the spare parts are bogie wheels and track-supporting rollers. About 400 guard troops and 100 NCOs, some of whom wore tank insignia, were quartered in the depot. [ ] Allegedly, mostly armored vehicles from the Eberswalde (N 53/V 60) area were repaired there. About 1,200 German workers, who were called up for compulsory service, were employed in the depot. (15)

Perleberg (N 54/T 70) Spiegelhagen Ammunition Depot

25X1 20. A large recently unloaded ammunition pile was identified in the area of the Rosenhagen (N 54/T 80) railroad station on 31 August 1950 about 5 p.m. This pile consisted of boxes with estimated dimensions of 80x60x30 cm. The pile was 80 to 100 meters long, 2½ to 3 meters wide and 2 to 2½ meters high. It was guarded by seven soldiers who wore red-bordered black epaulets and were armed with submachine guns. (16)

Rathenow (N 53/Z 15) Ammunition Depot

[ ] 21. Between 18 and 22 July 1950 ammunition was loaded near the Arado plant in Rathenow-Heidefeld and shipped away in the direction of Neustadt on the Dosse River (N 53/Z 18). One ammunition type was bomb-like and was packed in 150x60x60-cm boxes. (17)

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25X1

22. On 18 August 1950 a Soviet ammunition depot was observed in a small woods, about 2 km south of Rathenow and east of Highway 102, leading from Rathenow to Koegelin. Large piles of ammunition boxes were near the railroad spur track. The boxes were about 120x40x30 cm and, presumably, were empty. Large stock-piles of soft coal were also observed there.

25X1

23. There was much motor traffic between Rathenow and the mentioned woods. The following were identified:

25X1

Truck loaded with 120x40x30-cm ammunition boxes, going toward Rathenow.  
Truck loaded with ammunition boxes, going in the direction of the woods.  
Truck, empty, proceeding toward the woods.  
Truck loaded with ammunition boxes, going toward Rathenow. (18)

25X1

#### Rothenstein (N 51/J 75) Former Ammunition Depot

24. The extensive underground installations of the former ammunition depot near Rothenstein were turned over to the VVEAB (Vereinigte Volkseigene Befassung der Aufkaufbetriebe) for storing food some time ago, as was learned on 17 August 1950. The depot is guarded by Volkspolizei. (19)

25X1

#### Velten (N 53/Z 66) Fuel Depot

25. The Soviet fuel depot in the plant area of the Schiweck & Co. exclusively supplied with fuel the Soviet airfield in Oranienburg (N 53/Z 67), a former Heinkel airfield, and the airfield in Schoenwalde (N 53/Z 66), as was learned on 5 August 1950. Fuel was regularly supplied to this depot by railroad tank cars from Schwarzhilde and Tschelen (N 52/K 29). The depot consisted of three fixed fuel tanks, the capacities of which were not determined. (20).

25X1

26. More than 20 railroad tank cars, guarded by railway police, were counted in the Velten railroad station on 25 August 1950. The following motor vehicles were identified at the fuel depots:

##### a. Air force fuel depot:

25X1

Trucks, loaded with drums and driven by a soldier wearing light-blue epaulets

Truck, empty, driven by a soldier wearing light-blue epaulets. (21)

##### b. Army fuel depot:

25X1

Truck, empty, driven by a soldier wearing red-bordered black epaulets  
Tank truck, driven by a soldier wearing light-blue epaulets  
Jeep, carrying one officer, driven by a soldier wearing red-bordered black epaulets  
Truck loaded with drums, driven by a soldier wearing red-bordered black epaulets. (22)

27. Forty-three railroad tank cars, guarded by five police, were observed on the side-tracks of the railroad station on 3 September 1950. Three tank cars were observed near the air force fuel depot. Twelve tank cars and one boxcar were shunted from the army fuel depot. This transport was escorted by guard troops. The following motor vehicles were identified:

##### a. Air Force fuel depot:

25X1

jeep  
passenger car

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25X1

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25X1

Trucks, loaded with drums and driven by soldiers wearing light-blue epaulets.

Truck carrying 21 troops armed with submachine guns and wearing light-blue epaulets. (23)

b. Army fuel depot:

25X1

Tank truck driven by a soldier wearing light-blue epaulets. (24)

28. Fifty-five tank cars, guarded by Soviet troops and Volkspolizei were observed on the railroad spur track of the Velten railroad station on 9 September 1950. Six tank cars were observed being shunted to the army fuel depot. The following motor vehicles were observed:

a. Air force fuel depot:

25X1

Jeep, driven by a soldier wearing light-blue epaulets. Passenger car. Three officers with briefcases left this car and went to the administration building. The first officer wore wide, golden epaulets with two stars, the two other officers wore yellow epaulets with red perforations and two or three stars. The car was driven by a soldier wearing red-bordered black epaulets. (25)

b. Army fuel depot:

25X1

Truck, carrying 20 troops wearing red-bordered black epaulets and armed with submachine guns and rifles. Jeep, driven by a soldier wearing red-bordered black epaulets. Trucks, loaded with drums, driven by soldiers wearing red-bordered black epaulets. Truck, empty, driven by a soldier wearing red-bordered black epaulets. (26)

29. Sixty-eight railroad tank cars were counted in the area of the Velten railroad station on 16 September 1950. The inscription "Golleben" was identified on some of these cars, beside the name of the home station. Judging by the outward appearance of the cars, part of them were loaded with oil. Three railroad tank cars were observed in the air force fuel depot. The following motor vehicle were observed:

a. Air force fuel depot:

25X1

Passenger car driven by a soldier wearing red-bordered black epaulets. Jeep, driven by a soldier wearing light-blue epaulets. (27)

b. Army fuel depot:

25X1

Truck, driven by a soldier wearing red-bordered black epaulets. Truck, driven by a soldier wearing red-bordered black epaulets. Truck, loaded with drums, driven by a soldier wearing red-bordered black epaulets. (28)

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- 25X1 30. [ ] an empty train of about 40 railroad tank cars and guarded by Soviet troops, left the Velten railroad station for Frankfurt/Oder on the night of 15 September 1950. (29)
- 25X1 31. One to two tank trains per week, destined for the Soviet Occupation Forces, arrive in Velten from Frankfurt/Oder [ ]
- 25X1 [ ] All of the tank cars are not always shunted to the fuel depot. Sometimes individual cars are separated and are attached to scheduled freight cars and shipped away to other destinations. These cars are escorted by small guard details. (30)
- 25X1 32. The sixty-eight tank cars observed in the Velten railroad station on 16 September 1950 were almost exclusively destined for the nationalized plants in Velten [ ]

25X1 Weisswasser (O 52/A 74) Area Grain Storage

- [ ] 33. Grain for the Soviet Army was to be stored in the mills of the Oberlausitz District, starting 1 October 1950, as was learned on 1 September 1950. The grain is said to be supplied from the U.S.S.R. Thus far, the following storage quantities were determined:

Miesky (O 52/A 92) mill	2,000 long tons
Two mills in Muskau (O 52/A 85)	250 long tons each
Puecker mill	1,000 long tons
Stroutz mill	750 long tons.

- 25X1 The mill owners were directed not to grind the grain, only to store it. (31)

Waldau (N 53/V 02) Tire Depot

- [ ] 34. According to observations between 28 July and 2 August 1950, the entire tire depot is being transferred from Waldau into the Cottbus (N 52/A 57) area. A roofless boxcar, overloaded with motor vehicle tires which were to be shipped to Cottbus, was observed on the shunting track in Waldau. Eight roofless boxcars, loaded with tires and three roofless boxcars loaded with used tires were assembled into a train on the same shunting track on 2 August 1950. This shipment was also destined for Cottbus. (32)

25X1 [ ] Comments.

- (1) Large-size depot No 501, controlled by the Derunapht, is confirmed by this information. Primarily civil agencies, but also units of the Group of Occupation Forces Germany (GOFG), are supplied with fuel stored in this depot. The incoming shipments usually come from the Boehlen hydrogenation plant in the Soviet Zone of Germany.
- (2) The main depot, located on Weissenseestrasse, of the large-size clothing depot, superior headquarters of which is the GOFG, is confirmed by this information. No clues as to shipments coming from the U.S.S.R. resulted from the transport surveillance within the last two months. However, the information obtained by that system contained some gaps. It was only on the stretch between Bernau and the Soviet ordnance depot in Schoenebeck on the Elbe River that vigorous freight traffic activities were observed. [ ]
- 25X1 [ ]
- 25X1 [ ]
- 25X1 (3) The branch depot located on Bornickerstrasse is confirmed by this information. The motor vehicle which was observed belongs to the SOG.
- (4) The motor vehicles belonged to the following units:
- |          |   |                        |
|----------|---|------------------------|
| 5 trucks | 1st Recz Div                                  | } Second Gds Recz Army |
| 1 truck  | Hq units                                      |                        |
| 1 truck  | 10th Gds Tank Div of the Fourth Gds Recz Army |                        |
| 2 trucks | Air force units                               |                        |
| 1 truck  | LVD unit                                      |                        |

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- 25X1 (5) A medium-size fuel depot, containing mostly fuel in drums, is confirmed in a more detailed way by this information. The indicated truck belongs to the GCG. [redacted]
- (6) Ration Supply Depot No 820, the superior headquarters of which is the GCG, is confirmed.
- (7) The trucks belong to units of the air force (three trucks), units of the GCG (four trucks), units of the SSC (one truck).
- (8) The passenger car belongs to the Hq GCG.
- (9) An exact identification of this depot is not possible. One of the following ordnance depots may be concerned:
- Depot in the former Deutsche Kabelwerke
  - Depot in the former Asuco Werke
  - Depot in the former Deutsche Industrierwerke (Pintsch AG).
- 25X1 (10) This is confirmation that the medical depot, located in the former Hartung silk-spinning mill, was there in late August 1950.
- 25X1 (11) The motor vehicle park with repair shop and spare parts depot is confirmed. It is evident from transport surveillance information that 10 flatcars, loaded with truck bodies, were shipped from Koenigswusterhausen to Markersdorf on 29 June 1950. [redacted]
- 25X1 (12) [redacted]
- 25X1 (13) This information may be correct. Similar information on the Berlin area was previously obtained. [redacted]
- 25X1 (14) This former German air force ammunition depot, which was seized by the Soviets undamaged, is apparently used almost exclusively to store captured German material. The distribution of ammunition to Soviet units had not been observed since the summer of 1949. No information on railroad traffic during recent months was contained in the transport surveillance reports. [redacted]
- 25X1 (15) The branch of the 123d Tank Repair Shop of the GCG is confirmed by this information. During the two last months, spare parts were frequently supplied to the depot by rail from the U.S.S.R. [redacted]
- 25X1 (16) This ammunition may be destined for the Spiegelhagen military post ammunition depot, located north of Perleberg.
- 25X1 (17) The previously reported evacuation of the ammunition depot in the Arado Plant is confirmed by this information. This plant is said to have been released for civil purposes. See [redacted]
- 25X1 (18) This depot is established in the Arado Plant. These observations also hint at the evacuation of the depot. The move of the depot to the former army ordnance depot on the Rathenow Nord railroad station is confirmed by the motor traffic in the direction of Rathenow. The motor vehicles which were identified belong to the 65th Light Mort Bn of the GCG, 6th Arty Div of the GCG, extra series of the Third Shock Army.
- 25X1 (19) Since the captured German munitions formerly stored in the depot were removed, this underground depot, which consists of galleries driven into the rocks, has apparently been released for civil purposes.
- 25X1 (20) The depot is located in the tar-chemical plant, [redacted]
- 25X1 [redacted] Fuel from this depot is supplied by rail, not only to the mentioned airfields, but to numerous other air force units. Four aboveground fuel tanks are in this depot according to a previous report. [redacted]
- 25X1 (21) [redacted] these motor vehicles belong to air force units.
- 25X1 (22) The motor vehicles belong to the following units:
- |              |                                  |                      |
|--------------|----------------------------------|----------------------|
| 1 truck      | 6th Gds Recz Div                 | Fourth Gds Recz Army |
| 1 truck      | 10th Gds Tank Div                |                      |
| 1 jeep       | Hq unit of Second Gds Recz Army. |                      |
| 1 tank truck | Air force                        |                      |

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- (23) All of the motor vehicles belong to air force units.
- (24) The tank truck belongs to the air force, the passenger car to the 25th Tank Div of the Fourth Gds Mecz Army.
- (25) The jeep belongs to the air force, the passenger car belongs to COFG.
- (26) The motor vehicles belong to the following units:
- |         |   |
|---------|---|
| 1 truck | 31st AAA Div of the Second Gds Mecz Army  |
| 1 truck | 25th Tank Div of the Fourth Gds Mecz Army |
| 1 truck | COFG                                      |
| 1 jeep  | Air force                                 |
- (27) The passenger car belongs to Rear Services of the COFG. The jeep belongs to the air force.
- (28) One truck belongs to the 25th Tank Div of the Fourth Gds Mecz Army. One truck belongs to the 10th Gds Tank Div of the Fourth Gds Mecz Army. One truck belongs to the Hq COFG.
- (29) The train presumably consisted of empty tank cars being returned.
- 25X1 (30) Numerous fuel shipments came from the U.S.S.R. during the last two months according to transport surveillance reports. [REDACTED]
- 25X1 [REDACTED]
- 25X1 (31) This storage may be connected with the action of the grain shipments from the U.S.S.R. previously reported. [REDACTED] It was not determined whether this storage is to serve the occupation forces or also the civilian population.
- 25X1 (32) The depot is either the main depot in the former IMAG factory or the motor vehicle spare parts depot in the former Schwartzkopf plant. Spare parts and trucks were shipped to this depot by train as late as mid-August and early September 1950 according to transport surveillance information. [REDACTED]
- 25X1 [REDACTED]
- [REDACTED]

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